

WHAT IS CLAIMED IS:

1. The working vehicle comprising:

an engine;

5 a main speed-changing device that changes the rotation power of the engine to any of a plurality of shift positions;

an auxiliary speed-changing device that further shifts the shift position selected by the main speed-changing device to any of the plurality of shift positions;

10 wheels that are transmitted the rotation power of the engine through the main and auxiliary speed-changing devices;

a shift lever that switches the shift position of the auxiliary speed-changing device by manual operation;

an accelerator pedal and/or a throttle lever for adjusting the rotation speed of the engine by manual operations;

15 shift means that makes the shift lever switchable between an operation position P1 for working, intended for working other than road traveling, and an operation position P2 for road traveling, intended for road traveling; and

20 a shift control device that switches the shift position of the main speed-changing device by interlocking with a manual operation on the accelerator pedal and/or the throttle lever, disables shifting of the main speed-changing device to the shift range of the low speed side, and enables shifting to the shift

range of the high speed side when the shift lever is switched to the operation position P2 for road traveling.

2. The working vehicle according to Claim 1, wherein shift  
5 switches that shift up and down the shift position of the main speed-changing device one by one are provided on the shift lever, and an operation switch that enables switching of the main speed-changing device by interlocking it with an operation on the accelerator pedal and/or the throttle lever when the shift  
10 lever is switched to the operation position P2 for road traveling are provided on or near the shift lever.

3. The working vehicle according to Claim 2, wherein the shift control device comprises:

15 first shift control means constructed so that, when it switches the shift lever to the low speed side while the operation switch is not actuated, the main speed-changing device is responsively switched to the high speed side, and when it switches the shift lever to the high speed side, the main  
20 speed-changing device is responsively switched to the low speed side, and

second shift control means for switching the main speed-changing device to a main shift position whose past

accumulative operating time in the past is longest when the shift lever at the operation position P1 for working is operated during actuation of the operation switch.

- 5 4. The working vehicle according to any of Claims 1 through 3, wherein a reverse switch that enables the working vehicle to travel in reverse is provided, and the shift control device restrains speed control of the accelerator pedal and/or the throttle lever during actuation of the reverse switch.